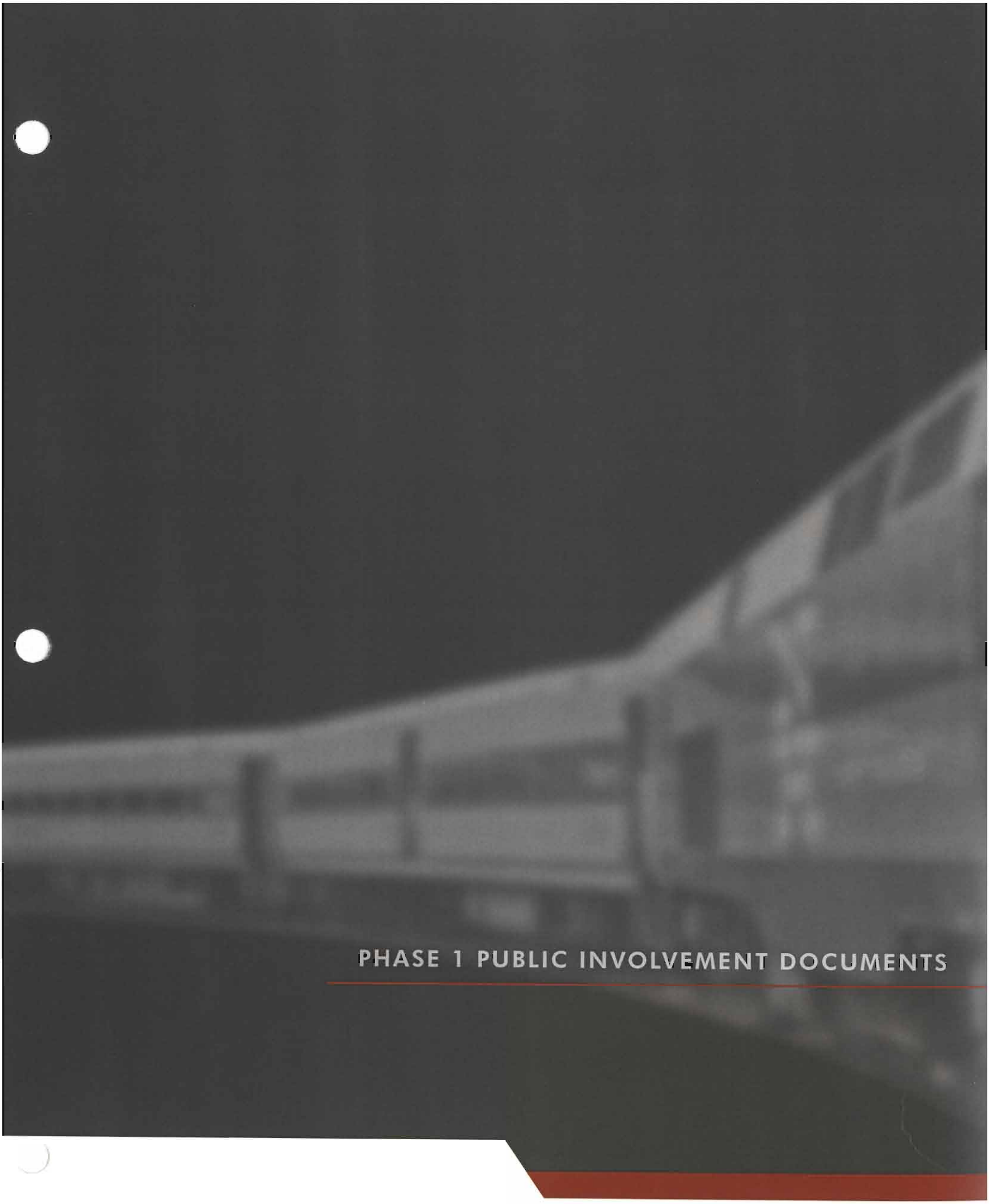


PHASE 1 PUBLIC INVOLVEMENT DOCUMENTS

PHASE I PUBLIC INVOLVEMENT DOCUMENTS

A number of public information documents were prepared and distributed through various means during Phase I of the study. This includes the documents cited below and which are presented in this section in the following order:

Danbury Branch Study News. The September/October 2003 newsletter provided information on the study background, the study corridor, the purpose of the study, improvement strategies. Also included was a fact sheet and invitation to get involved.

Notice of Public Information Meetings. This was a seat notice distributed on all Danbury Branch trains inviting the public to attend the public information meetings to discuss alternatives for improving rail service on the New Haven Line's Danbury Branch. The notice listed dates and times and places of the meetings. The notice also listed the preferred alternatives for improvements to the Danbury Branch.

Copy of the Notice of Public Information Meetings advertisement that ran in the Friday, November 18, 2005 edition of "The Hour" newspaper.

Copy of the presentation used at the Public Information meetings inWilton and New Milford on November 29 and December 1, 2005. This presentation provided an update on the project, presented the improvement alternatives under consideration, and opened discussion and comment on the improvement options.

Public Information Meetings Summary. This document describes those attending the meetings and summarizes the general comments made by the public at the two meetings. The document also summarizes feedback received the comment forms and e-mails received from and after the meeting.

Copy of the Presentation to the Connecticut Transportation Strategy Board on January 17, 2006.

NEWSLETTER

Connecticut Department of Transportation

Danbury Branch Study News

September/October 2003

www.danburybranchstudy.com

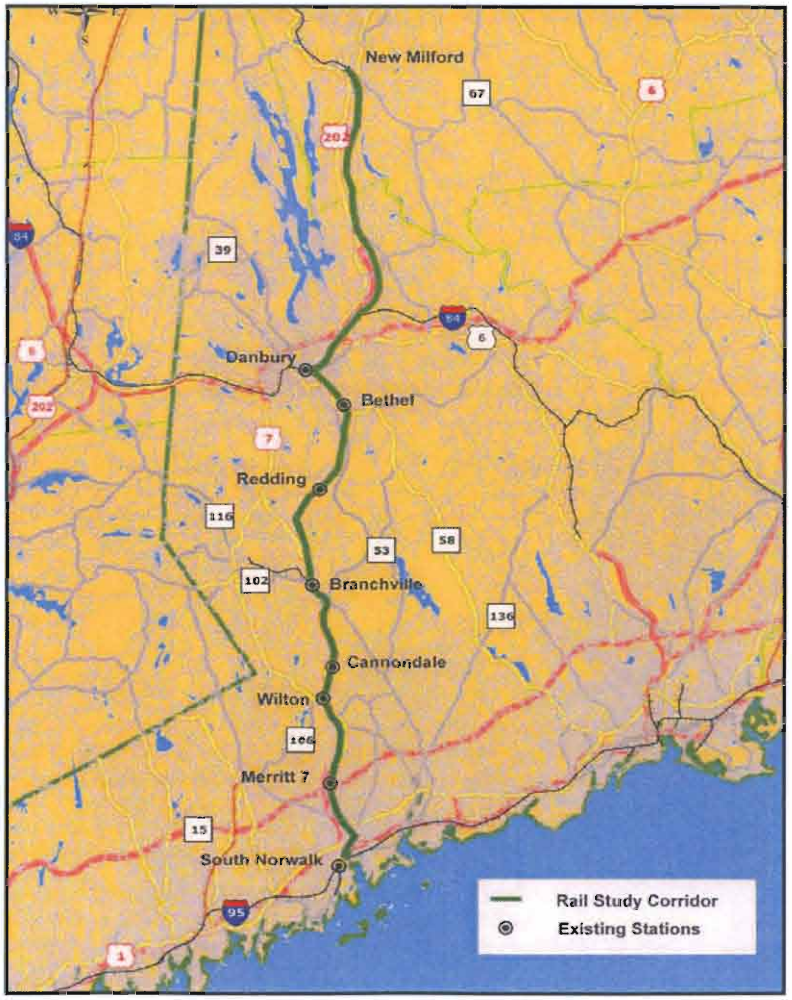
Welcome to our Open House! This is an opportunity to ask questions about improvement strategies currently under consideration in the Connecticut Department of Transportation's Feasibility Study of the Danbury Branch of the New Haven Line commuter rail service.

Study Background

The Danbury Branch Electrification Feasibility Study is a result of a number of factors including the branch's past history, which provided electrified service between 1925 and 1961, the results of previous studies, which recommend electrification, infrastructure, and service improvements to the branch, and support from the two regional planning organizations (the South Western Regional Planning Agency and the Housatonic Valley Council of Elected Officials), who are interested in bringing improvements to the branch and for its customers. A review of the previous studies that helped lead to this current effort is available on the project's website or by contacting the study team.

The Study Corridor

The study area corridor consists of 23.6 miles of existing rail line between Norwalk and Danbury, which is owned by the Connecticut Department of Transportation, and 14 miles of existing rail line between Danbury and New Milford, which is owned by the Danbury Terminal Railroad (a subsidiary of the Housatonic Railroad Company) and the Housatonic Railroad Company.



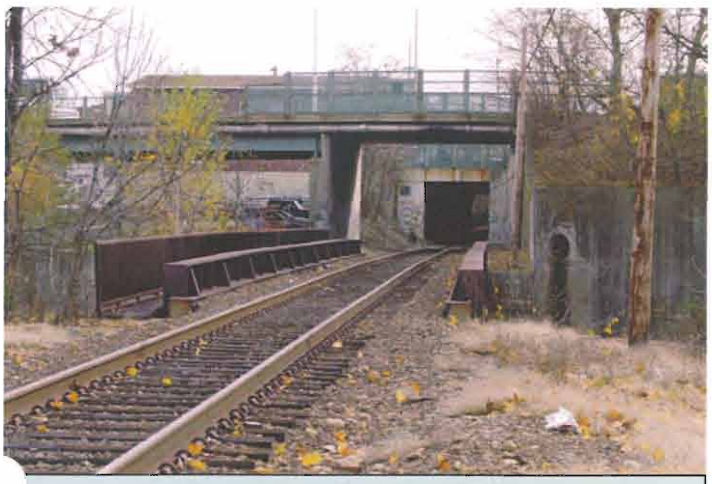
Purpose of the Study

The purpose of the Danbury Branch study is " to evaluate a range of infrastructure and service improvements to determine their potential to significantly enhance the Branch's attraction as a competitive alternative to driving in the Route 7 and other adjacent north/south corridors, or commuting on the Harlem Line in New York. The study will result in a list of recommended infrastructure and service improvements that will include an evaluation of the costs and benefits. The results of this study will provide decision makers with the information necessary to determine how the needs of the Danbury Branch fit in an overall statewide transportation strategy which must balance needs and funding ability."

Improvement Strategies Under Study

(1) Track Geometry Improvements

The study is evaluating the feasibility and costs of various improvements to the track, including track curves, superelevations (banking to improve speeds), track clearances, and grade crossings. Three improvement programs are under consideration that would result in reduced travel times to South Norwalk of five (5), ten (10) and fifteen (15) minutes. If it is determined that it is not feasible to achieve these levels, then the study will determine what the maximum achievable travel time reduction is with cost estimates.



Undergrade & Overhead Bridges.

(2) Potential for Double Tracking

The Danbury Branch is currently a single track railroad, which limits the number of trains that can effectively operate on the line. The study is examining the feasibility of double tracking the line from South Norwalk all the way to New Milford. It should be noted that there are significant constraints to double tracking – primarily in terms of environmental issues, geographic limitations, existing structures, and the prohibitive costs of property acquisitions. The study will expose these limitations and provide a realistic cost estimate for double tracking the entire branch and section to New Milford.

Curves through a Rock cut.

Curves through a Grade Crossing.

3 Feasibility of Passing Sidings

An alternative to double tracking is the addition of passing sidings, which allows for trains to operate in two directions more frequently. The study is determining the optimum number of sidings and their locations based on the results of the potential track improvements described above. We are considering two alternatives: one is based on a 12-car length siding; the second alternative is considering a siding of sufficient length to allow trains to pass on the move, similar to a double track alternative.

Passing Siding at a grade crossing.

4 Electrification

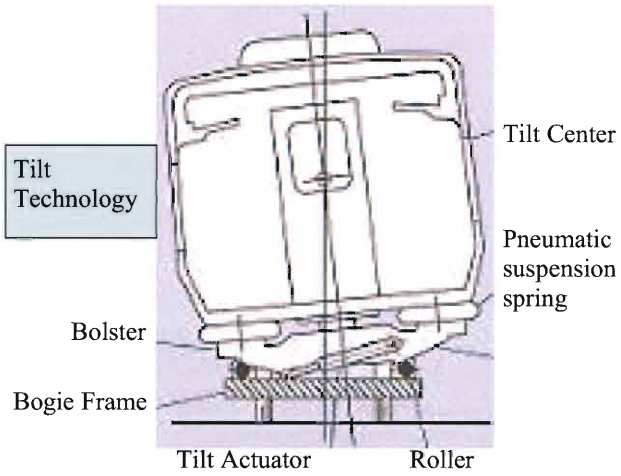
Once the potential improvements described above have been fully studied and results determined, we will develop a complete cost estimate for electrification of the newly configured Danbury Branch. The study will also examine what travel time improvements can be achieved as a result of the electrification.

Typical single track catenary structure.

Diesel Multiple Unit

5 Innovative Technologies

The study is examining innovative technologies that may help reduce travel time on the Branch. These include tilt-technology vehicles, diesel multiple unit trains, and grade crossing equipment, as examples. Resources include the Federal Railroad Administration's Office of Research and Development and other operators of commuter rail service in the U.S. and abroad.



Study Schedule

The Study is being conducted in two phases, with the first phase scheduled for completion by Spring, 2004. It is anticipated that another set of public meetings will be held at that time to share study findings with the public. In addition, a Study Advisory Committee has been established to review reports and help provide input as the study is being prepared. The Study Advisory Committee meetings are posted on the website. A Second Phase is anticipated to begin shortly afterwards and will focus on those components of Phase 1 that are determined to improve the utility of the Branch and that are cost effective.

Danbury Branch – Fact Sheet

Danbury Branch (South Norwalk to Danbury)

- 23.6 miles
- 8 Stations
  - South Norwalk (New Haven Line)
  - Merritt
  - Wilton
  - Cannondale
  - Branchville
  - West Redding
  - Bethel
  - Danbury

- Grade Crossings: 35
- Undergrade Bridges: 27
- Overhead Bridges: 10

- Passing Sidings
  - MP 0.11 to MP 0.60
  - MP 7.00 to MP 7.32
  - MP 12.7 to MP 13.0
  - MP 23.0 to MP 23.6

(Danbury Station)

- Sidings
  - MP 20.4

Photos by J.W. Swanberg or from the J.W. Swanberg Collection.

Maybrook Line (Danbury to Berkshire Junction)

- 2.9 miles

- Grade Crossings: 2
- Undergrade Bridges: 2
- Overhead Bridges: 2

- Passing Siding
  - 2.9 miles (Danbury Branch – Berkshire Junction)

Berkshire Line (Berkshire Junction to New Milford)

- Approximately 11.5 miles to New Milford Station
- 1 Station – New Milford (Proposed)

- Grade Crossings: 7
- Undergrade Bridges: 10
- Overhead Bridges: 5

- Passing Sidings
  - 1 @ New Milford Station
  - 1 @ Kimberly-Clark

Public Outreach Goals

1. Establish effective communication with the public.
2. Encourage early and continuing public participation.
3. Present complete information to the public.
4. Determine public sentiment.

Get Involved!

The Danbury Branch Feasibility Study can only be successful if we have your feedback and comments. Our goal is to establish effective communication with the public and to continue that communication throughout the study.

There are many ways that you can provide us with your thoughts and comments.

You can go to the Study Website, www.danburybranchstudy.com and click on the Get Involved section.

To join the mailing list:

- o Mail: Feasibility Study Danbury Branch Electrification, Care of: Washington Group International, Inc. 30 Christian Lane, Newington, CT 06111, Attention: Stephen A. Gazillo, Project Manager
- o By fax: (860) 667-7002
- o By calling Steve Gazillo, Project Manager of Washington Group, at (860) 667-7622.

Or through e-mail: info@danburybranchstudy.com

Connecticut Department of Transportation

James F. Byrnes, Jr., Commissioner of Transportation
http://www.dot.state.ct.us

Washington Group International
Integrated Engineering, Construction, and Management Solutions

SEAT NOTICE

NOTICE OF PUBLIC INFORMATION MEETINGS

SUBJECT: **Danbury Branch Electrification Feasibility Study**

You are invited to attend the following Public Information Meetings to Discuss Alternatives for Improving Rail Service on the New Haven Line's Danbury Branch.

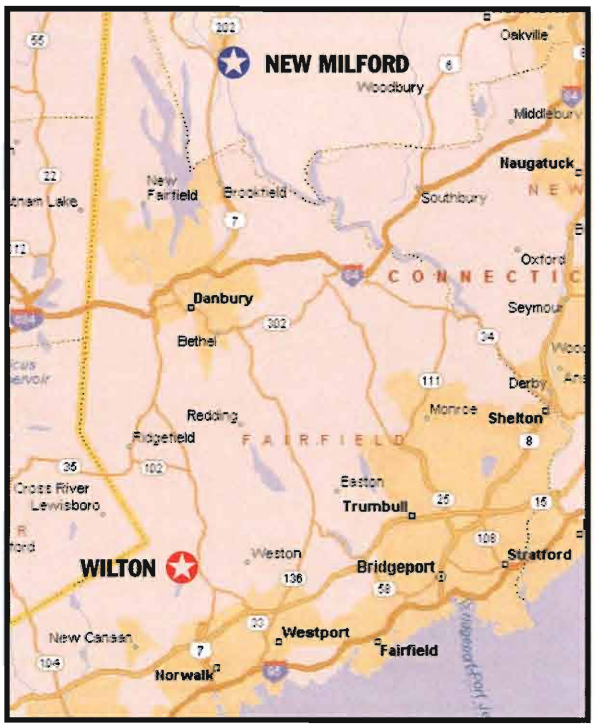
DATES, TIMES, AND PLACES:

TUESDAY, NOVEMBER 29, 2005
7:00 to 9:00 p.m.
Wilton Town Hall Annex Building
Conference Room "A"
238 Danbury Road, Wilton CT 06897

Snow Date:
Tues., December 6, 2005
7:00 to 9:00 p.m.
Conference Room "B"
Town Hall Main Building

THURSDAY, DECEMBER 1, 2005
7:00 to 9:00 p.m.
New Milford Railroad Station
11 Railroad Street
New Milford, CT 06776

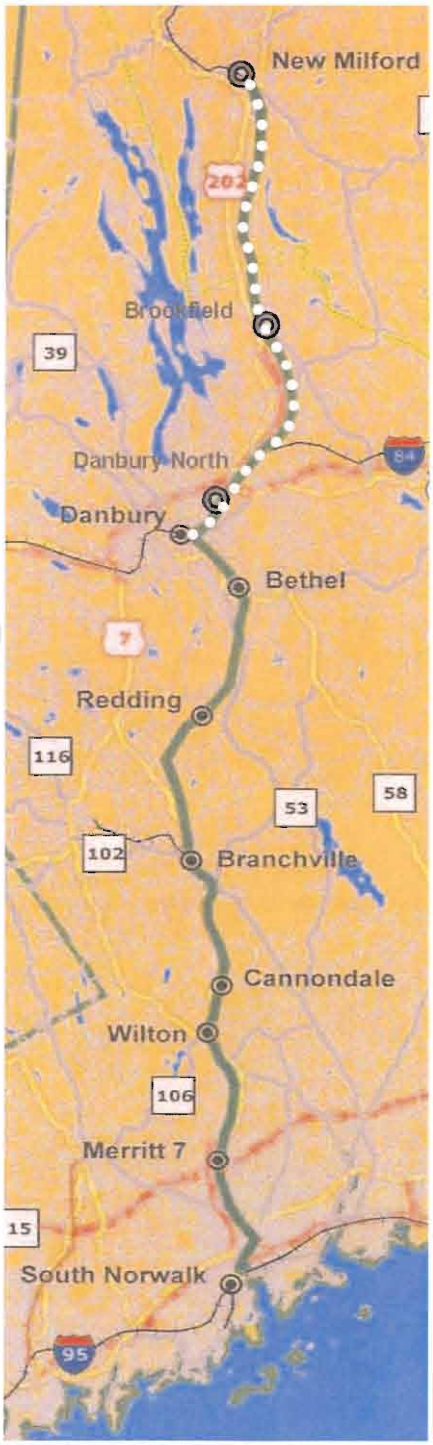
Snow Date:
Wed., December 7, 2005
7:00 to 9:00 p.m.



Each meeting will run from 7:00 to 9:00 p.m. Information will be on display to provide an overview of the study. At 7:30 p.m. a presentation of the study will be given. Connecticut Department of Transportation (ConnDOT) and study team representatives will be on hand to take your comments and answer your questions.

INFORMATION: Persons unable to attend may provide comments to ConnDOT through Washington Group by mail: 30 Christian Lane, Newington, CT 06111, by fax: (860) 667-7002, or by e-mail: *steve.gazillo@wgint.com* through December 22, 2005. For more information, please call Steve Gazillo, Project Manager of Washington Group, at (860) 667-7622. Persons requiring assistive facilities should call by November 28th. You may also access information about the project from the study website at: *http://www.danburybranchstudy.com.*

CONNECTICUT DEPARTMENT OF TRANSPORTATION *http://www.ct.gov/dot*



The preferred alternatives for improvements to the Danbury Branch are the following:

ALTERNATIVE A—No Build: This assumes no major new investments in the Danbury Branch Corridor other than what has already been approved or required for regular maintenance. This alternative has no capital cost associated with it.

ALTERNATIVE B—Transportation System Management (TSM): This option includes everything that can be done without new construction or new vehicle procurement and includes service improvements such as new outbound service, express service and skip-stop service. No capital cost.

ALTERNATIVE C—Build Alternative, South Norwalk to Danbury Improvements: These improvements would occur between South Norwalk and Danbury, and include addition of passing sidings, revised track alignment and electrification. Work may occur in a phased-in approach. Anticipated ridership growth is 5% increase over the current year and the estimated capital cost is $181 to $203 million.

ALTERNATIVE D—Extension of Service to New Milford: This option would extend passenger service to New Milford, using a revised track alignment presented to improve the maximum speed along the 14.3-mile route from 30 mph to 50 mph. Ridership could potentially increase by 47% by 2020. The estimated capital cost is $30 to $36 million, plus $11 million for equipment per new train set.

ALTERNATIVE E—Transportation Strategy Board, Partial Electrification from South Norwalk to Route 15: This option would partially electrify the branch from South Norwalk to an area in the vicinity of the Merritt Parkway (Route 15), with feeder bus/rail service to complement the new service. This alternative was requested by the State of Connecticut's Transportation Strategy Board. Potential ridership gains would be determined through Phase II analysis, and capital costs will be estimated in Phase II of the study.

THE NEXT STEPS

Following review and comment by the public, the final list of Preferred Alternatives will be developed and a final scope of work for Phase II of the study will be prepared based on these preferred alternatives. The Phase II study will focus on operations planning, development of refined capital and operating cost estimates and of potential implementation plans for the preferred alternatives, with the objective to identify a single, locally preferred action for funding consideration.

For further information and details on the study, please visit the project website at: *http://www.danburybranchstudy.com.*

NEWSPAPER ADS

Leading pro-war Democrat calls for U.S. withdrawal from Iraq

By LIZ SIDOTI
Associated Press

WASHINGTON — One of Congress' most hawkish and influential Democrats called Thursday for an immediate U.S. withdrawal from Iraq, sparking bitter and personal salvos from both sides in a growing Capitol Hill uproar over President Bush's war policies.

"It's time to bring them home," said Rep. John Murtha, a decorated Vietnam combat veteran, choking back tears during remarks to reporters. "Our military has accomplished its mission and done its duty."

The comments by the Pennsylvania lawmaker, who has spent three decades in the House, hold particular weight because he is close to many military commanders and has enormous credibility with his colleagues on defense issues. He voted for the war in 2002, and remains the top Democrat on the House Appropriations defense subcommittee.

"Our troops have become the primary target of the insurgency. They are united against U.S. forces and we have become a catalyst for violence," he said. "The war in Iraq is not going as advertised. It is a flawed policy wrapped in illusion."

In a biting response, Republicans criticized Murtha's position as one of abandonment and surrender and accused Democrats of playing politics with the war and recklessly pushing a "cut and run" strategy.

"They want us to retreat. They want us to wave the white flag of surrender to the terrorists of the world," said House Speaker Dennis Hastert, R-Ill.

Underscoring the rising emotions of the war debate, Murtha uncharacteristically responded to Vice President Dick Cheney's comments this week that Democrats were spouting "one of the most dishonest and reprehensible charges" about the Bush administration's use of intelligence before the war.

"I like guys who've never been there that criticize us who've been there," said Murtha, a former Marine. "I like that. I like guys who got five deferments and never been there and send people to war, and then don't like to hear suggestions about what needs to be done."

Referring to Bush, Murtha added, "I resent the fact, on Veterans Day, he criticized Democrats for criticizing them."

The White House fired back from Busan, South Korea, where Bush was meeting with Asian leaders.

"Congressman Murtha is a respected veteran and politician who has a record of supporting a strong America," said White House press secretary Scott McClellan. "So it is baffling that he is endorsing the policy positions of Michael Moore and the extreme liberal wing of the Democratic Party."

Murtha once worked closely with the vice president when Cheney was defense secretary. During Vietnam, Bush served stateside in the National Guard while Cheney's five deferments kept him out of the service entirely.

Just two days earlier, the GOP-controlled Senate defeated a Democratic push for Bush to lay out a timetable for withdrawal. Spotlighting mushrooming questions from both parties about the war, though, the chamber then approved a statement that 2006 should be a significant year in which conditions are created for the phased withdrawal of U.S. forces.

Murtha estimated that all U.S. troops could be pulled out within six months. He introduced a resolution Thursday that would force the president to call back the military, but it was unclear when, or if, either GOP-run chamber of Congress would vote on it.

With a Bronze Star and two Purple Hearts, Murtha retired from the Marine Corps reserves as a colonel in 1990 after 37 years as a Marine, only a few years longer than he's been in Congress. Elected in 1974, Murtha has become known as an authority on national security whose advice was sought out by Republican and Democratic administrations alike.

Murtha, who normally shuns the spotlight, said he spoke out because he has grown increasingly troubled by the war and has a constitutional and moral obligation to speak for the troops.

AP photo

U.S. Rep. John Murtha, D-Pa. gestures during a Capitol Hill news conference Thursday. Murtha, who voted for the Iraq war, called for the immediate withdrawal of U.S. troops from Iraq.

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TUESDAY, NOVEMBER 29, 2005
7:00 to 9:00 p.m.
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Snow Date:
Tuesday, December 6, 2005
7:00 to 9:00 p.m.
Conference Room "B"
Town Hall Main Building

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7:00 to 9:00 p.m.
New Milford Railroad Station
11 Railroad Street
New Milford, CT 06776

Snow Date:
Wednesday, December 7, 2005
7:00 to 9:00 p.m.

Each meeting will run from 7:00 to 9:00 p.m. Information will be on display to provide an overview of the study. At 7:30 p.m. a presentation of the study will be given. Connecticut Department of Transportation (ConnDOT) and study team representatives will be on hand to take your comments and answer your questions.

INFORMATION: Persons unable to attend may provide comments to ConnDOT through Washington Group by mail: 30 Christian Lane, Newington, CT 06111, by fax: (860) 667-7002, or by e-mail: *steve.gazillo@wgint.com* through December 22, 2005. For more information, please call Steve Gazillo, Project Manager of Washington Group, at (860) 667-7622. Persons requiring assistive facilities should call by November 28th. You may also access information about the project from the study website at: *http://www.danburybranchstudy.com.*

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PUBLIC INFORMATION MEETINGS PRESENTATION

Connecticut Public Information Meetings
Wilton and New Milford
Update: Feasibility Study Danbury Branch Electrification

Washington Group International

Integrated Engineering, Construction, and Management Solutions

Connecticut Department of Transportation

November 29 and December 1, 2005

Study Purpose & Goals And Objectives

From Scope of Work:

- **STUDY PURPOSE**
  - **EVALUATE A RANGE OF INFRASTRUCTURE AND SERVICE IMPROVEMENTS**
  - **DETERMINE POTENTIAL TO ENHANCE THE BRANCH'S ATTRACTION**
  - **ALTERNATIVE TO DRIVING ROUTE 7**
  - **ALTERNATIVE TO COMMUTING ON THE HARLEM LINE**
- **GOALS AND OBJECTIVES**
  - **INCREASE UTILITY OF THE BRANCH, ALLOWING FOR REDUCED TRAVEL TIME AND MORE FREQUENT SERVICE**
  - **EXPLORE FEASIBILITY OF PASSENGER SERVICE, DANBURY TO NEW MILFORD**
  - **HELP REDUCE AUTOMOBILE CONGESTION IN THE ROUTE 7 CORRIDOR AND OTHER ADJACENT NORTH/SOUTH CORRIDORS**
  - **IMPROVE ATTRACTIVENESS OF THE DANBURY BRANCH AS AN ALTERNATIVE TO THE HARLEM LINE IN NEW YORK STATE FOR CONNECTICUT RAIL COMMUTERS**

Washington

Public Involvement Plan

- **Previous Study Information on website:**
  http://www.danburybranchstudy.com
- **Significant Public Involvement Process Ongoing**
- **Open comment period on Alternatives Summary Evaluation report through December 22, 2005**

Washington

Danbury Branch Study Outline

Phase I

- Data Collection, Review, Public Outreach
- Evaluation Of Engineering Alternatives
- Ridership Forecasting
- Evaluate The Impact Of Electrification
- Alternatives Summary Evaluation Report
- Final Report Phase I

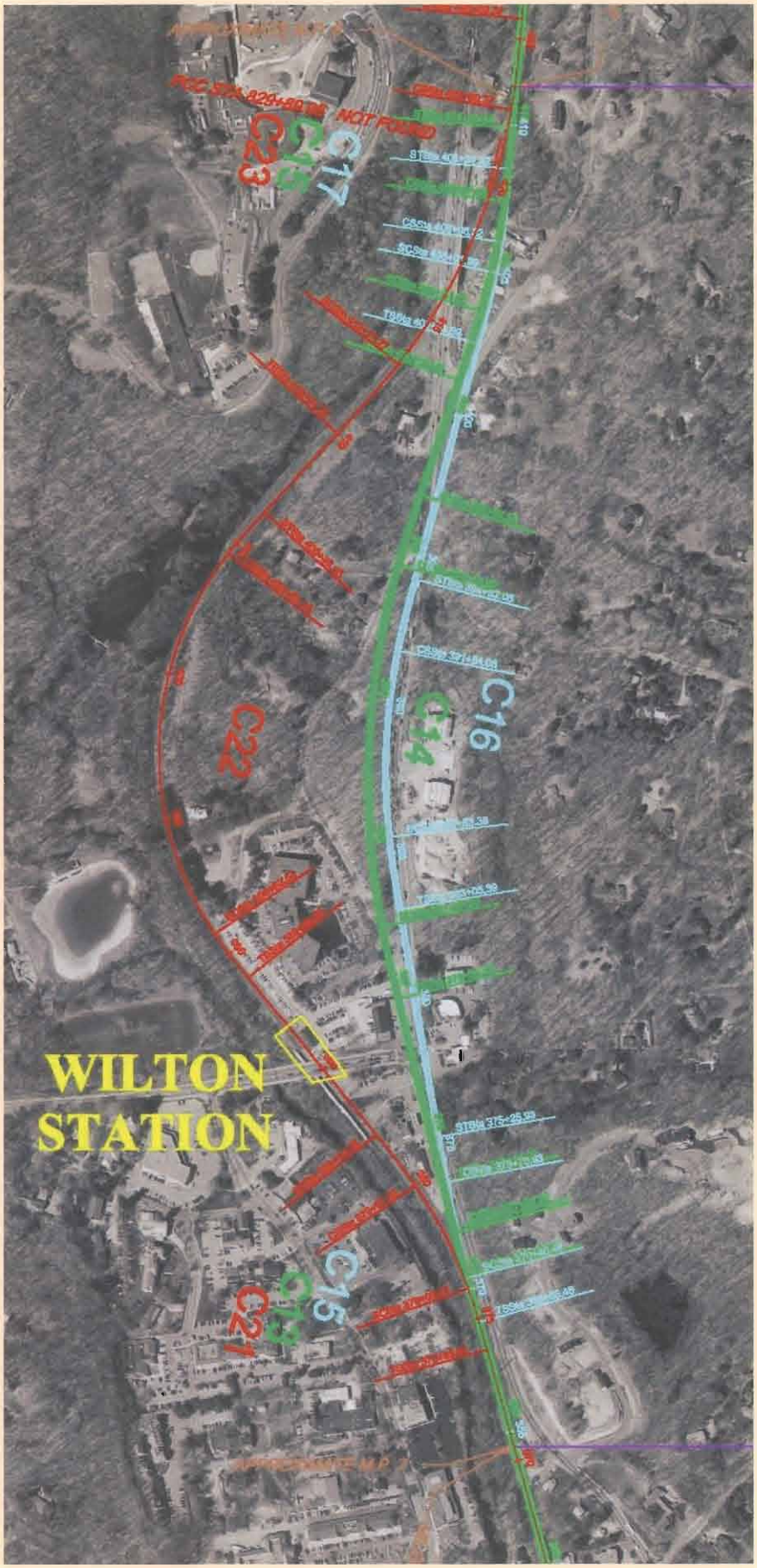
Phase II Scope To Be Finalized

Completed or Ongoing Tasks

- Task 1 Public Outreach Plan (Complete)
- Task 1 Purpose And Needs Report (Complete)
- Task 2 Engineering Evaluation (Complete)
- Task 2 Innovative Technology (Complete)
- Task 3 Ridership (Complete)
- Task 4 Electrification Impact (Complete)
- Phase 1 Alternatives Summary Evaluation Report (November 2005)
- Task 5 Final Report (Winter 2005)

Types of Improvements Assessed

- Track Alignments
- Double Tracking
- Passing Sidings
- Extension From Danbury to New Milford
- Electrification
- Innovative Technologies


C23
C17
C22
C16
C15
C21
WILTON
STATION

IMPROVEMENT OPTIONS SOUTH NORWALK TO DANBURY		Recommendations	
	Type of Improvement	**Continue Study**	**Drop**
1	**Track alignments**		
a.	- Existing	X	
b.	- Red Alignment (5-min. reduction)		X
c.	- Blue Alignment (10-min. reduction)		X
d.	- Green Alignment (15-min. reduction)	X	
2	**Double Tracking**	X	
3 **4**	**Short Passing Sidings*** **Long Passing Sidings ***	X	
5	**Electrification****	X	
6	**Equipment**		
a. b.	Locomotive (Genesis) with 6/7 coaches*** Locomotive (Various) with 2 coaches***	X	
c.	Diesel Multiple Units (DMUs)		X
d.	Electric Multiple Units (EMUs)**	X	

IMPROVEMENT OPTIONS DANBURY TO NEW MILFORD			
	Type of Improvement	**Continue Study**	**Drop**
7	**Track Alignments**		
a.	- Existing	X	
b.	- Red Alignment (5-min. reduction)		X
c.	- Blue Alignment (10-min. reduction)	X	
d.	- Green Alignment (15-min. reduction)	X	
8	**Double Tracking**	X	
9 **10**	**Short Passing Sidings*** **Long Passing Sidings***	X	
11	**Electrification**	X	
12	**Equipment**		
a. b.	Locomotive (Genesis) with 6/7 coaches ** Locomotive (Various) with 2 coaches**	X	
c.	Diesel Multiple Units (DMUs)		X
d.	Electric Multiple Units (EMUs)	X	

Feasibility Study Danbury Branch Electrification
Alternatives Screening Process

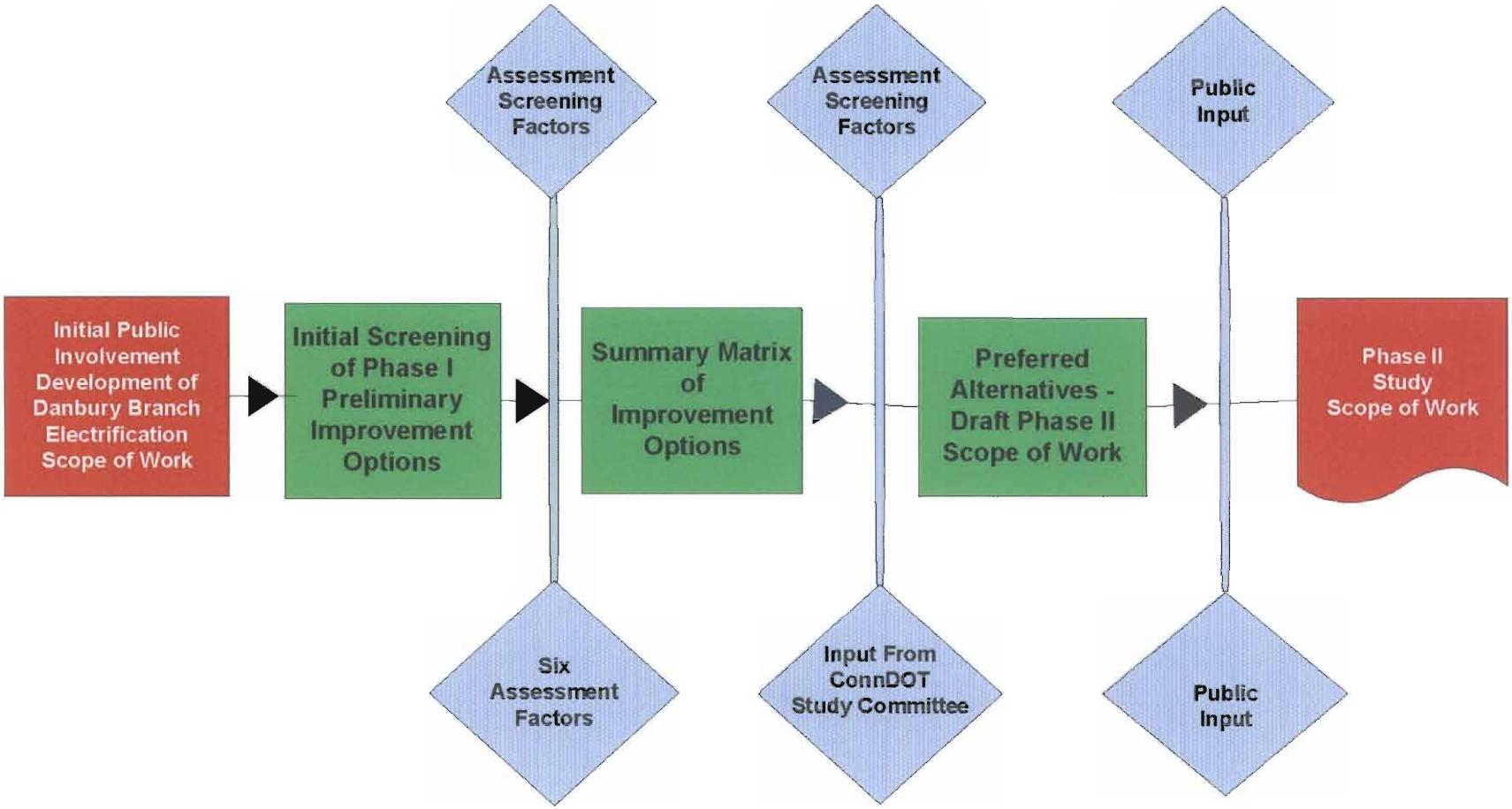


TABLE 3. SUMMARY MATRIX OF IMPROVEMENT OPTIONS

Alternative	Operational Impact	Environmental Impact	Fleet Impact	Travel Demand			Time Savings	Financial	Comments
				2000	2010	2020			
Alternative One No Build - Existing South Norwalk to Danbury	None	None	None	1133	1513	1591	0	None	No Build
Alternative Two Extend Service to New Milford, using existing track	Extension of existing service	Impacts at 3 new passenger stations. Investigations Required	May Require Additional Equipment	1546	2091	2208	N/A	$41 M to $47 M	Serves new ridership area
Alternative Three Electrification from So. Norwalk to Danbury	Improved Acceleration/ Deceleration	Visual; no particulate emissions impacts at substation locations	Requires additional equipment (EMUs)	1202	1588	1667	9 minutes	$165 M	Improved operational performance and common fleet
Alternative Four Enhance Passing Sidings from South Norwalk to Danbury	Bidirectional service and greater frequency	Dependent upon locations and lengths of sidings	None	N/A	N/A	N/A	None	$8.9 M to $26.4 M	Provides for operational flexibility
Alternative Five Electrify and Enhance Passing Sidings, South Norwalk to Danbury	Improved Accel/Decel; Adds bidirectional service and greater frequency	Visual; impacts at substations and sidings; no particulate emissions	Replace w/ EMU's	1202	1588	1667	9 minutes	$168 M to $189 M	Combines Alternates 3 and 4
Alternative Six Extend Service to New Milford using Blue Alignment	Increase Track Speed to 50 mph	Impacts at new substations	May Require Additional Equipment	1665	2258	2391	N/A	$41 M to $47 M	Serves new ridership area
Alternative Seven TSB Proposal. Electrify to Wilton w/ Feeder Service	TBD	TBD	TBD	N/A	N/A	N/A	4 minutes from Wilton to So. Norwalk	TBD	TSB
Alternative Eight Full Build, Extend to New Milford, Electrify, Double Track, Blue Alignment	Extends existing service; improves accel/decel; allows bidirectional operations; increases track speed	Significant impacts at multiple locations affecting all categories	Requires additional equipment (EMUs)	1795	2377	2507	46 minutes for entire corridor; 24 minutes from So. Norwalk to Danbury	$1.425 M, includes 24 new EMUs	Full Build

Preferred Alternatives From Study Advisory Committee Meeting October 18, 2005

- Alternative A -No Build
- Alternative B – TSM
- Alternative C – Build Improvements
- Alternative D – Extension of Service
- Alternative E – Partial Electrification

Alternative A – No Build

- Maintain existing service between South Norwalk and Danbury
- Assumption is CTC System is in place
- Georgetown Station will be developed

SYSTEM IMPACTS

- Operational - None
- Environmental - No New Impacts
- Fleet - Existing Fleet Retained
- Travel Demand – Ridership Will Continue to Grow Due to Regional Growth, 1133 Yr. 2000 growing to 1592 in Yr. 2020 (AM Peak Inbound Boardings)
- Time Savings – None
- Financial – No Capital Costs Associated With This Alternative

Alternative B – Transportation System Management (TSM)

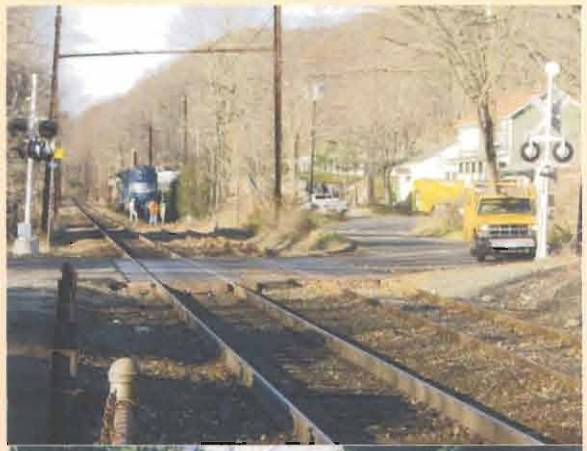
- **Defined as Everything That Can Be Done Without New Construction or New Vehicle Procurement**
- **Some service improvements possible, including skip stop, express service or new outbound service**

SYSTEM IMPACTS

- **Operational – Possible Crew Changes If Service Frequency Changes**
- **Environmental – No New Impacts**
- **Fleet – Existing Fleet Retained**
- **Travel Demand – To Be Determined in Phase II**
- **Time Savings – To Be Determined in Phase II**
- **Financial – No Capital Costs Associated With This Alternative. Possible Increase in Operating Costs**

Alternative C –South Norwalk to Danbury Improvements

- Minor Alignment Changes
- Addition/Upgrade of Passing Sidings
- Installation of New Electrification System Between South Norwalk and Danbury
- Use Electric Multiple Units (EMU's)



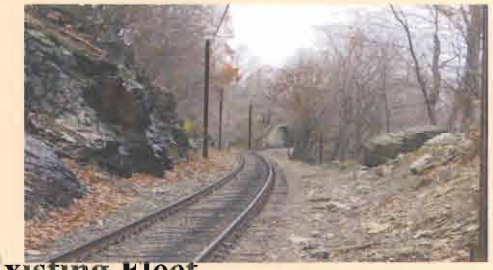
SYSTEM IMPACTS

- Operational – Crew Changes With Increased Service Frequency; Bi-directional Service and AM/PM Peak Changes Possible; Track Speed Increased in Limited Areas
- Environmental – Impacts at Sidings, Substations, and Overhead Catenary Wire
- Fleet – Yes, New Emus If Electrified, New Equipment Needed to Increase Service
- Travel Demand – Increases With Improved Travel Time; 12-minute savings shows approx. 80 additional AM Peak Inbound Boardings
- Time Savings – Yes, up to 12 Minutes
- Financial - $6.5 Million Track; $9-$31 Million for Passing Sidings; $75 Million to Electrify; $90 Million for Equipment

Alternative D – Danbury to New Milford Extension and Improvements

- Extend Passenger Service From Danbury to New Milford
- New Stations at Danbury North, Brookfield and New Milford
- Improved Track Alignment to Allow Maximum Speed of 50 Mph

SYSTEM IMPACTS



- Operational – New Service; Crew Requirements; Track Speed Increases
- Environmental – Possible Impacts at New Stations
- Fleet – Additional Equipment Could Be Required; Equipment Conforms to Existing Fleet
- Travel Demand – Initial Estimates Show 800 New Riders by 2020 (AM Peak Inbound Boardings)
- Time Savings – Trip Time From New Milford to Danbury Would Be Approx. 38 Minutes With Alignment Changes vs. 48 Minutes On Existing Track
- Financial - $11.5 - $17.5 Million for New Stations; $18.7 Million for Alignment Improvements; $11 Million Per New Train Set. Total - $41 - $47 Million

Alternative E –Transportation Strategy Board (TSB) Partial Electrification with feeder rail/bus service

- Requested by TSB
- Partial Electrification From South Norwalk to Vicinity of Route 15/merritt Parkway
- Feeder Bus/rail Service North to Danbury

SYSTEM IMPACTS

- Operational - Impacts to Be Determined in Phase II
- Environmental – Impacts Possible at New Substations; Catenary Visual Impact
- Fleet – To Be Determined in Phase II
- Travel Demand – To Be Determined in Phase II
- Time Savings – Travel Time Savings of Approximately 4 Minutes If Electrified Between Wilton and South Norwalk
- Financial – Capital Costs to Be Determined in Phase II; Electrification Estimated at $3 Million Per Mile

Current Status and Next Steps in the Danbury Branch Study

- Complete Phase I of Study – Winter 2005/2006
- Presentation to Transportation Strategy Board (TSB) on Phase I Findings – January 2006
- Phase II Scope of Work Includes For Each Alternate A-E::
  - Operation Plan
    - Schedule
    - Equipment/Crew Requirements
    - Operating/Maintenance Cost
  - Capital Improvements and Capital Cost
  - Implementation Plans Including Capital Budgets
  - Project Ridership
  - Environmental Impact
    - Environmental Justice
    - Wetland Impacts
    - Noise/Vibration
    - Land Use

Next Steps

- Public Meetings in Wilton and New Milford – November 29 and December 1, 2005
- Determine final list of preferred alternatives for further study
- Publish Phase I Final Report
- Present Findings to Transportation Strategy Board
- Establish Scope of Work for Phase II
- Begin Phase II Study

Questions?

PUBLIC INFORMATION MEETINGS SUMMARY

Past Public Information Meetings

Summary of Comments Received Final Draft Alternatives Summary Evaluation Report - Dec 2006

Successful Public Information Meetings Held in Wilton and New Milford

More than 100 persons attended two public information meetings held on November 29 and December 1, 2005 to discuss the preferred alternatives for improving service on the New Haven Line's Danbury Branch commuter rail line. The Danbury Branch Feasibility Study, which is being conducted by the Connecticut Department of Transportation, is examining ways of improving travel on the Danbury Branch commuter rail line. The objectives are to make the commuter line more attractive as an alternative to either driving on the congested Route 7 corridor or to commuting on Metro North's Harlem Line in New York.

Danbury Branch Public Information Meeting On December 1, 2005 Drew. A Full House at the New Milford Rail Station to Discuss Improvement Options for the commuter rail service.

Five improvement alternatives were presented to the public at both public meetings. Those present were given the option to write comments and submit them that evening, or mail them to the study team. The public comment period will continue through December 22, 2005. The five proposed alternatives are:

Alternative A – No Build. No capital costs associated with this. Assumes no major new investments in the Danbury Branch Corridor other than what already has been approved or is required for regular maintenance.

Alternative B – Transportation System Management (TSM). No capital costs associated with this alternative. Includes everything that can be done without new construction or new vehicle procurement. Includes service improvements such as express or skip stop service.

Alternative C – Build Alternative, South Norwalk to Danbury Improvements. Includes minor alignment changes, addition/upgrade of Passing Sidings; installation of new electrification system between South Norwalk and Danbury; and use of Electric Multiple Unit Equipment. Costs range from $181 to $203 million.

Alternative D – Extension of Service to New Milford. Extends passenger service to New Milford, using a revised track alignment that improves maximum speed between Danbury and New Milford from 30 to 50 mph. Estimated capital cost is $30 to $36 million, plus $11 million for equipment per new train set required.

Alternative E – Transportation Strategy Board (TSB) recommended Partial Electrification from South Norwalk to vicinity of Route 15. This TSB recommendation would partially electrify the branch from South Norwalk to vicinity of the the Merritt Parkway, with feeder bus/rail service to complement the new service.

At the Public Information Meeting in Wilton on November 29, 2005, approximately 40 persons attended. Those in attendance were supportive of looking at long range alternatives to improving the branch, such as electrification and addition of passing sidings. However, there was a general concern expressed regarding current service levels and length of travel time for existing commuters to Manhattan. Many of those present asked for ways to improve travel times now and increase frequency of direct service to Grand Central Terminal from the Branch. The request was for improvements in the short term to the Branch that would provide commuters more options to travel to and from Grand Central Terminal.

At the New Milford Public Information Meeting on December 1, 2005, more than 60 persons attended. The majority of those in attendance expressed support for the extension of service to New Milford. New Milford Mayor Pat Murphy expressed concern that new rail service might bring additional crime to the rail station area. Study representatives pointed out that the use of Transit Oriented Development planning could accompany any new stations and attendees noted potential for development due to rail service. It was also pointed out that studies have shown no connection between an increase in crime and the addition of new commuter rail service.

More than 25 comment forms or emails have been received since the public information meetings were advertised in November. The majority of comments turned in either express support for extension of commuter rail service to New Milford (Alternative D), or, on the contrary, would prefer that the focus of improvements be on the existing branch service between

South Norwalk and Danbury by reducing stops, improving travel times, or adopting Alternative C (electrification, passing sidings, alignment improvements).

Following the close of the comment period on December 22, the Study Team will provide the DOT with a comprehensive summary of all comments (no. received, alternatives supported, etc.).

The first public information meetings were held in the fall of 2003, where the various options considered for improving rail service on the Branch were presented. These meetings were held on September 30th and October 2nd, in Ridgefield and Norwalk, respectfully, from 5:30-8:30 p.m.

Summary of Comments Received – Feasibility Study Danbury Branch Electrification
Final Draft Alternatives Summary Evaluation Report
December 2005

Organizations providing comments:

MTA Metro-North Railroad
South Western Regional Planning Agency
Housatonic Valley Council of Elected Officials
Regional Plan Association
Housatonic Environmental Action League, Inc.

Emails received: total number: 18

Comment forms received: total number: 31

Summary of Written Comments Received

Alternative	Proposed Action	Support	Against
A	No Build	1	0
B	TSM	5	0
C	Build	8	
D	N. Milford Extension	33	1
E	Partial Elec.	1	
Other		3	

CONNECTICUT TRANSPORTATION STRATEGY BOARD PRESENTATION

Connecticut Transportation Strategy Board
Update: Feasibility Study Danbury Branch Electrification

Washington Group International
Integrated Engineering, Construction, and Management Solutions

Connecticut Department of Transportation

January 17, 2006

Study Purpose, Goals And Objectives

- **Study Purpose**
  - Evaluate A Range Of Infrastructure And Service Improvements
  - Determine Potential To Enhance The Branch's Attraction
  - Alternative To Driving Route 7
  - Alternative To Commuting On The Harlem Line
- **Goals And Objectives**
  - Reduce Travel Time And Provide More Frequent Service
  - Explore Feasibility Of Passenger Service, Danbury To New Milford
  - Help Reduce Congestion On Route 7
  - Improve The Danbury Branch As An Alternative To The Harlem Line In New York State For Connecticut Rail Commuters

Washington

Public Involvement Update

- **Extensive Study Information on Website: http://www.danburybranchstudy.com**
- **4 Public Meetings, 5 Study Advisory Committee Meetings, Meetings with Regional Planning Agencies, Towns, and Stakeholders**
- **Comment Period For Phase I Report Closed December 22, 2005**

Washington

Danbury Branch Study Outline

Phase I

- Data Collection, Review, Public Outreach
- Evaluation Of Engineering Alternatives
- Ridership Forecasting
- Evaluate The Impact Of Electrification
- Alternatives Summary Evaluation Report
- Final Report Phase I

Phase II – Scope Negotiation In Process

Progress To Date

- Task 1 Public Outreach Plan and Purpose And Needs Report (Complete)
- Task 2 Engineering Evaluation (Complete)
- Task 2 Innovative Technology (Complete)
- Task 3 Ridership (Complete)
- Task 4 Electrification Impact (Complete)
- Phase 1 Alternatives Summary Evaluation Report (November 2005)
- Phase I Final Report (Winter 2006)

Types of Improvements Assessed

- Track Alignments
- Double Tracking
- Passing Sidings
- Extension From Danbury to New Milford
- Electrification
- Innovative Technologies

Comparison of Costs to Reduce Running Times
South Norwalk to Danbury and Danbury to New Milford

South Norwalk to Danbury Improvements

Track Configuration	Existing	5-Min.	10-Min.	15-Min.
Max. Speed	50 mph	60 mph	60 mph	70 mph
Single Track	N/A	$ 6 M	$683 M	1,115 M
Double Track	$ 270 M	$ 274 M	$ 763 M	$ 1,159 M
Passing Siding-Meet	N/A	$ 10 M	$ 15 M	$ 20 M
Passing Siding-Roll-By	N/A	$ 32 M	$ 37 M	$ 34 M

Danbury to New Milford Improvements

Track Configuration	Existing	5-Min.	10-Min.	15-Min.
Max. Speed	30 mph	40 mph	50 mph	60 mph
Single Track	N/A	$ 29 M	$ 30 M	$ 61 M
Double Track	$ 148 M	$ 149 M	$ 149 M	$ 157 M
Passing Siding-Meet	N/A	$ 15 M	$ 13 M	$ 9 M
Passing Siding-Roll-By	N/A	$ 69 M	$ 52 M	$ 37 M

Electrification Costs

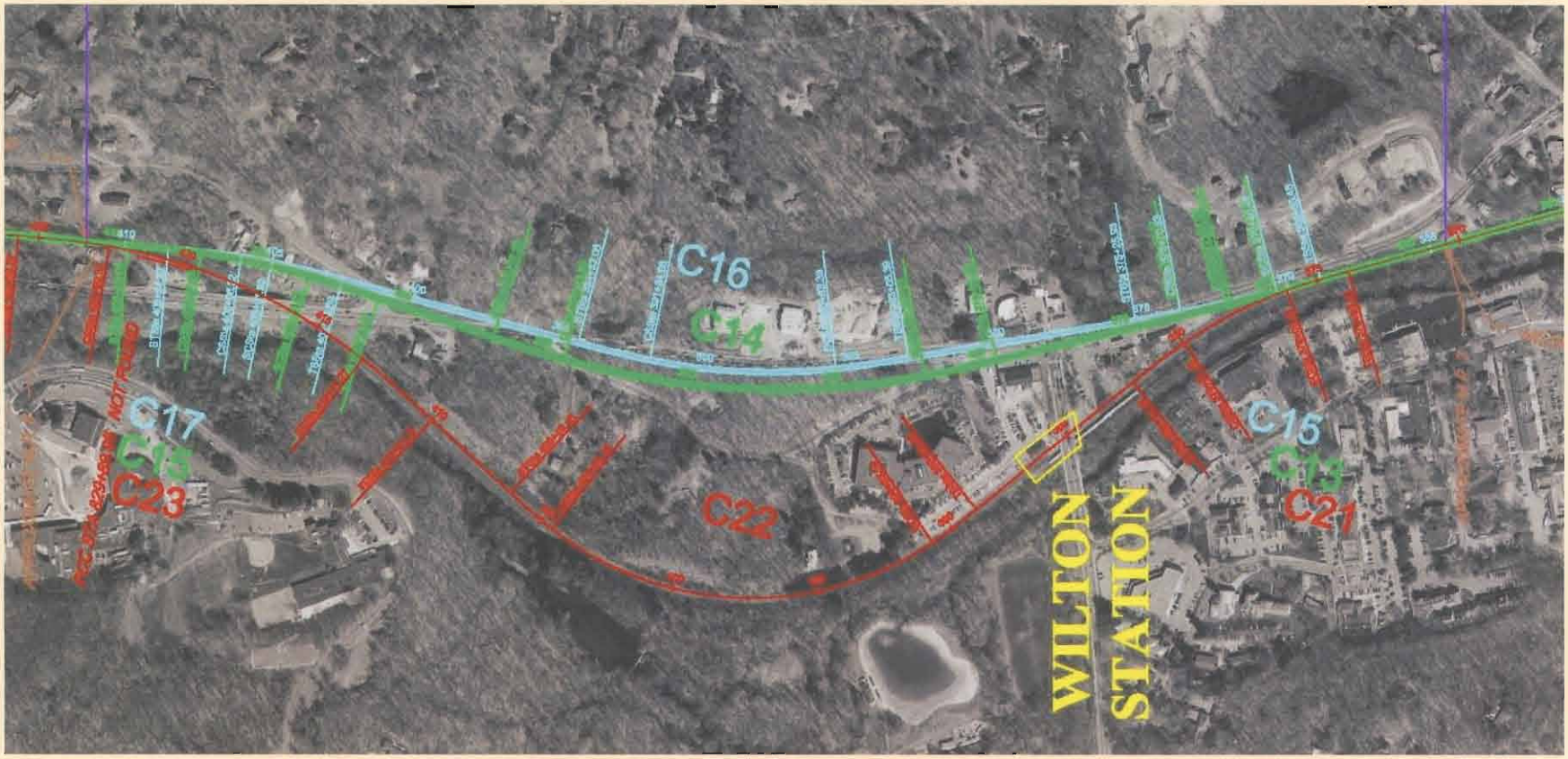
South Norwalk to Danbury Improvements

Alignment	Existing	5-Min. (Red)	10-Min. (Blue)	15-Min. (Green)
Trip Time	45 min	41 min	35 min	32 min
Max. Speed	50 mph	60 mph	60 mph	70 mph
Single Track	$ 74 M	$ 74 M	$ 65 M	$ 65 M
Double Track	$ 127 M	$ 127 M	$ 108 M	$ 108 M
Passing Siding-Meet	$ 74 M	$ 74 M	$ 74 M	$ 65 M
Passing Siding-Roll-By	$ 77 M	$ 77 M	$ 77 M	$ 68 M

Danbury to New Milford Improvements

Alignment	Existing	5-Min. (Red)	10-Min. (Blue)	15-Min. (Green)
Trip Time	39 min	33 min	30 min	23 min
Max. Speed	30 mph	40 mph	50 mph	60 mph
Single Track	$ 37 M	$ 37 M	$ 37 M	$ 37 M
Double Track	$ 62 M	$ 62 M	$ 62 M	$ 62 M
Passing Siding-Meet	$ 40 M	$ 40 M	$ 39 M	$ 38 M
Passing Siding-Roll-By	$ 47 M	$ 47 M	$ 44 M	$ 40 M

Costs include design, construction management, force account protective services and construction contingencies.



Red – five minute time saving

Blue – ten minute time saving

Green – fifteen minute time saving

IMPROVEMENT OPTIONS SOUTH NORWALK TO DANBURY		Recommendations	
	Type of Improvement	**Continue Study**	**Drop**
1	**Track alignments**		
a.	- Existing	X	
b.	- Red Alignment (5-min. reduction)		X
c.	- Blue Alignment (10-min. reduction)		X
d.	- Green Alignment (15-min. reduction)	X	
2	**Double Tracking**	X	
3 **4**	**Short Passing Sidings*** **Long Passing Sidings ***	X	
5	**Electrification****	X	
6	**Equipment**		
a. b.	Locomotive (Genesis) with 6/7 coaches*** Locomotive (Various) with 2 coaches***	X	
c.	Diesel Multiple Units (DMUs)		X
d.	Electric Multiple Units (EMUs)**	X	

IMPROVEMENT OPTIONS DANBURY TO NEW MILFORD			
	Type of Improvement	**Continue Study**	**Drop**
7	**Track Alignments**		
a.	- Existing	X	
b.	- Red Alignment (5-min. reduction)		X
c.	- Blue Alignment (10-min. reduction)	X	
d.	- Green Alignment (15-min. reduction)	X	
8	**Double Tracking**	X	
9 **10**	**Short Passing Sidings*** **Long Passing Sidings***	X	
11	**Electrification**	X	
12	**Equipment**		
a. b.	Locomotive (Genesis) with 6/7 coaches ** Locomotive (Various) with 2 coaches**	X	
c.	Diesel Multiple Units (DMUs)		X
d.	Electric Multiple Units (EMUs)	X	

Feasibility Study Danbury Branch Electrification
Alternatives Screening Process

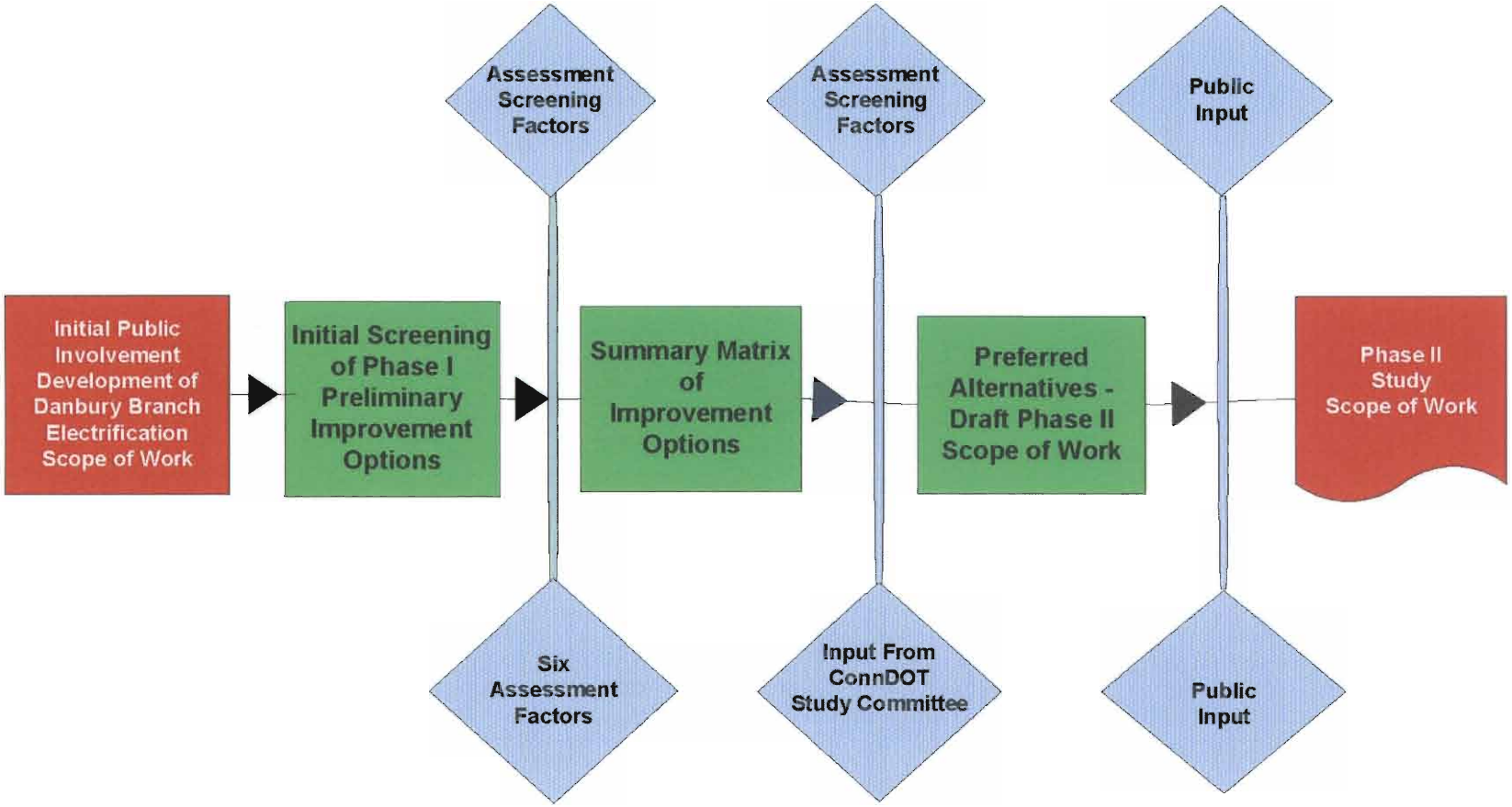


TABLE 3. SUMMARY MATRIX OF IMPROVEMENT OPTIONS

Alternative	Operational Impact	Environmental Impact	Fleet Impact	Travel Demand			Time Savings	Financial	Comments
				2000	2010	2020			
Alternative One No Build - Existing South Norwalk to Danbury	None	None	None	1133	1513	1591	0	None	No Build
Alternative Two Extend Service to New Milford, using existing track	Extension of existing service	Impacts at 3 new passenger stations. Investigations Required	May Require Additional Equipment	1546	2091	2208	N/A	$41 M to $47 M	Serves new ridership area
Alternative Three Electrification from So. Norwalk to Danbury	Improved Acceleration/ Deceleration	Visual; no particulate emissions impacts at substation locations	Requires additional equipment (EMUs)	1202	1588	1667	9 minutes	$165 M	Improved operational performance and common fleet
Alternative Four Enhance Passing Sidings from South Norwalk to Danbury	Bidirectional service and greater frequency	Dependent upon locations and lengths of sidings	None	N/A	N/A	N/A	None	$8.9 M to $26.4 M	Provides for operational flexibility
Alternative Five Electrify and Enhance Passing Sidings, South Norwalk to Danbury	Improved Accel/Decel; Adds bidirectional service and greater frequency	Visual; impacts at substations and sidings; no particulate emissions	Replace w/ EMU's	1202	1588	1667	9 minutes	$168 M to $189 M	Combines Alternates 3 and 4
Alternative Six Extend Service to New Milford using Blue Alignment	Increase Track Speed to 50 mph	Impacts at new substations	May Require Additional Equipment	1665	2258	2391	N/A	$41 M to $47 M	Serves new ridership area
Alternative Seven TSB Proposal. Electrify to Wilton w/ Feeder Service	TBD	TBD	TBD	N/A	N/A	N/A	4 minutes from Wilton to So. Norwalk	TBD	TSB
Alternative Eight Full Build, Extend to New Milford, Electrify, Double Track, Blue Alignment	Extends existing service; improves accel/decel; allows bidirectional operations; increases track speed	Significant impacts at multiple locations affecting all categories	Requires additional equipment (EMUs)	1795	2377	2507	46 minutes for entire corridor; 24 minutes from So. Norwalk to Danbury	$1.425 M, includes 24 new EMUs	Full Build

Preferred Alternatives From Study Advisory Committee Meeting October 18, 2005

- Alternative A -No Build
- Alternative B – TSM
- Alternative C – Build Improvements
- Alternative D – Extension of Service
- Alternative E – Partial Electrification

Alternative A – No Build

- Maintain existing service between South Norwalk and Danbury
- Assumption is CTC System is in place
- Georgetown Station will be developed

SYSTEM IMPACTS

- Operational - None
- Environmental - No New Impacts
- Fleet - Existing Fleet Retained
- Travel Demand – Ridership Will Continue to Grow Due to Regional Growth, 1133 Yr. 2000 growing to 1592 in Yr. 2020 (AM Peak Inbound Boardings)
- Time Savings – None
- Financial – No Capital Costs Associated With This Alternative

Alternative B – Transportation System Management (TSM)

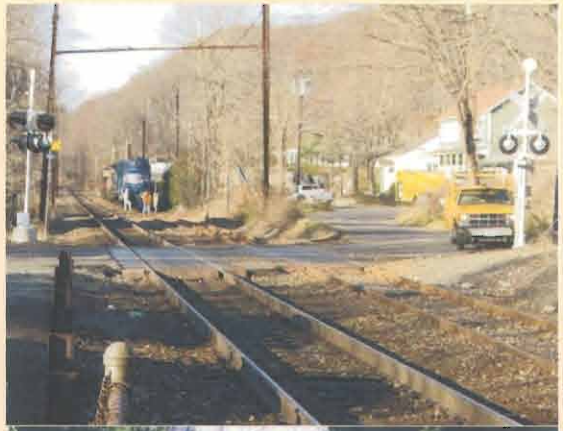
- Defined as Everything That Can Be Done Without New Construction or New Vehicle Procurement
- Some service improvements possible, including skip stop, express service or new outbound service

SYSTEM IMPACTS

- Operational – Possible Crew Changes If Service Frequency Changes
- Environmental – No New Impacts
- Fleet – Existing Fleet Retained
- Travel Demand – To Be Determined in Phase II
- Time Savings – To Be Determined in Phase II
- Financial – No Capital Costs Associated With This Alternative. Possible Increase in Operating Costs

Alternative C –South Norwalk to Danbury Improvements

- Minor Alignment Changes
- Addition/Upgrade of Passing Sidings
- Installation of New Electrification System Between South Norwalk and Danbury
- Use Electric Multiple Units (EMU's)



SYSTEM IMPACTS

- Operational – Crew Changes With Increased Service Frequency; Bi-directional Service and AM/PM Peak Changes Possible; Track Speed Increased in Limited Areas
- Environmental – Impacts at Sidings, Substations, and Overhead Catenary Wire
- Fleet – Yes, New Emus If Electrified, New Equipment Needed to Increase Service
- Travel Demand – Increases With Improved Travel Time; 12-minute savings shows approx. 80 additional AM Peak Inbound Boardings
- Time Savings – Yes, up to 12 Minutes
- Financial - $6.5 Million Track; $9-$31 Million for Passing Sidings; $75 Million to Electrify; $90 Million for Equipment

Alternative D – Danbury to New Milford Extension and Improvements

- Extend Passenger Service From Danbury to New Milford
- New Stations at Danbury North, Brookfield and New Milford
- Improved Track Alignment to Allow Maximum Speed of 50 Mph

SYSTEM IMPACTS

- Operational – New Service; Crew Requirements; Track Speed Increases
- Environmental – Possible Impacts at New Stations
- Fleet – Additional Equipment Could Be Required; Equipment Conforms to Existing Fleet
- Travel Demand – Initial Estimates Show 800 New Riders by 2020 (AM Peak Inbound Boardings)
- Time Savings – Trip Time From New Milford to Danbury Would Be Approx. 38 Minutes With Alignment Changes vs. 48 Minutes On Existing Track
- Financial - $11.5 - $17.5 Million for New Stations; $18.7 Million for Alignment Improvements; $11 Million Per New Train Set. Total - $41 - $47 Million

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- Operational - Impacts to Be Determined in Phase II
- Environmental – Impacts Possible at New Substations; Catenary Visual Impact
- Fleet – To Be Determined in Phase II
- Travel Demand – To Be Determined in Phase II
- Time Savings – Travel Time Savings of Approximately 4 Minutes If Electrified Between Wilton and South Norwalk
- Financial – Capital Costs to Be Determined in Phase II; Electrification Estimated at $3 Million Per Mile

The Next Steps

- **Phase II – Evaluate Five Alternatives**
- **Determine Preferred Alternative**
- **Develop Implementation Plan for Funding**
- **Present Findings to Transportation Strategy Board**

Phase II - Danbury Branch Study Includes For Each Alternate A-E:

- **Operation Plan**
  - Schedule
  - Equipment/Crew Requirements
  - Operating/Maintenance Cost
- **Capital Improvements and Capital Cost**
- **Implementation Plans Including Capital Budgets**
- **Project Ridership**
- **Environmental Impacts e.g.**
  - Environmental Justice
  - Wetland Impacts
  - Noise/Vibration
  - Land Use

Questions?